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CENTRAL INTELLIGENCE AGENCY

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INFORMATION REPORT

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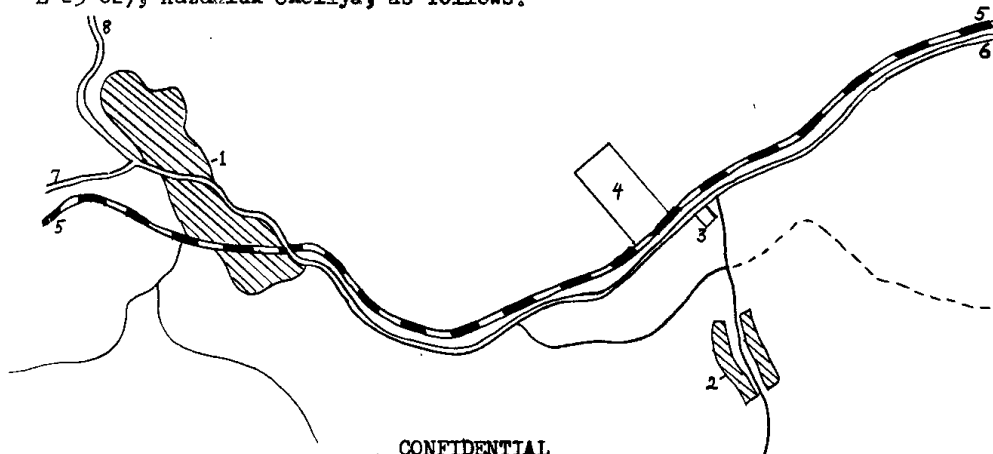
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This is UNEVALUATED
Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

1. Large underground gasoline depots are located near Osetenovo village (N 42-36, E 25-02), Kazanluk Okoliya, as follows:



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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#".)

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1. Kalofer (N 42-37, E 24-59).
 2. Osetenovo village.
 3. Railroad station of Osetenovo.
 4. Area of gasoline depot.
 5. Karlovo-Kazanluk railroad line.
 6. Road to Kazanluk.
 7. Road to Karlovo.
 8. Road to Novo Selo (N 42-50, E 24-55).
2. The depots are approximately 300 meters west of the Osetenovo railroad station, and their area starts almost immediately on the northwest side of the rail line. The area of the underground depots, comprising part of the hill at N 42-36/37, E 25-02, has a steep, narrow gully, covered with short beech tree thickets. The two slopes facing each other form almost a right angle, and the reservoirs are dug into the northeast slope of the gully.
3. Construction work was begun on the large underground reservoirs in March 1952. Informant started work there as a Trudovak [] on 15 October 1952. 25X1 As of 15 April 1953, the area had not been fenced in.
4. In the period from March 1952 to 15 June 1953, five huge gasoline reservoirs, numbered 1 to 5, were constructed in this place. No. 5 is nearest to the road, and is about 200 meters northwest of the railroad line. The remaining reservoirs, No. 4, No. 3, No. 2, and No. 1 are farther inside the gully, at an average of about 40 meters from each other, so that there is an interval of about 200-250 meters between No. 5 and No. 1. A sketch of the area is shown in Appendix A, page 14. The legend to Appendix A is on page 13.

Description and Method of Construction of the Reservoirs

5. First of all, a cut was made on the slope about 20 meters from the bottom of the gully and a horizontal tunnel was dug into the hill from this point. The tunnel is about 150 meters long, three meters wide, two meters high, and is arched. A rail line equipped with hand-pushed cars with a capacity of 0.80 cubic meters of earth runs inside the tunnel. The excavated earth was taken out on these cars and emptied directly into the bottom of the gully. The rail line runs to the perpendicular tunnel which was dug about 5-6 meters before the end of the horizontal tunnel; the perpendicular tunnel is about eight meters square.
6. After this tunnel was completed, a second tunnel was started 30 meters directly above it. The second tunnel extends into the hill so that the inside ends of the two tunnels are directly one above the other. The second tunnel has the same internal dimensions as the first tunnel, but is shorter (only about 100 meters) because of being higher on the sloping hill.
7. In excavating this second tunnel, a narrow gauge rail line was installed, along which run the hand-pushed cars for transporting the excavated earth. The slope in front of the entrance to the upper tunnel also was slit and a platform was built on which the narrow gauge rail line curves in order to avoid having the earth removed from the upper tunnel fall in front of the entrance to the lower tunnel.
8. After this tunnel had been excavated for its calculated length, a circular tunnel (closed circle) was started from the inside of the tunnel. It was dug so that the completed ends of the dome, which were to be built at their bases, would later have the following inside perimeters:

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- a. For the 5th shaft, 40 meters perimeter;
 - b. For the 4th shaft, 50 meters perimeter;
 - c. For the 3rd shaft, 60 meters perimeter;
 - d. For the 2nd shaft, 70 meters perimeter; and
 - e. For the 1st shaft, 80 meters perimeter.
9. The width of these circular tunnels is about three meters, but the heights vary from not more than 0.50 meters on the outside to about 1.5 meters on the inside.
 10. A sketch of the cistern characteristics is included herewith as Appendix B, page 16. The legend to Appendix B is on page 15.
 11. After these circular tunnels were completed, a reinforced concrete foundation in circular shape was poured; this had a perimeter and width on the outside even with above-described tunnel, and a thickness of one meter. The foundation forms a reinforced concrete circle, compact in all places except where the entrance tunnel joins the circular tunnel, since inasmuch as the base of the foundation is on a level with the base of the tunnels, passage from one tunnel to another would be obstructed if this place were also solid. Therefore, to permit passage, the foundation in this place is a bridge (rather than being solid), about 20 centimeters thick, allowing an opening about two meters wide and about 0.80 meters high through which entry is possible from the entrance tunnel into the circular tunnel.
 12. After this had been completed, work on the dome itself was started. This consisted of the laying of concrete blocks of similar types and sizes. These blocks were laid by master-specialists under the control of civilian technicians and engineers.
 13. A ready-made scaffolding was utilized in the construction of the dome. The blocks were lined up, then fused together with a cement-sand solution, and the hollows between the blocks and the uneven outsides of the circular tunnel were filled in with concrete in which pieces of rock had been placed. The first row of blocks lies on the foundation, and the outside side lies in a line.
 14. During the time the domes were being constructed, the excavation of three shafts approximately 0.80 by 0.60 meters were started from the lower tunnel in the direction of the upper tunnel. These lead into the circular tunnel between the foundation and the massive central part.
 15. After the vaulted dome of the circular tunnel had been walled up as described above, the work stopped on it and attention was turned to the excavating of the enclosure on the inside of the solid part of the circular tunnel. This was broken through in concentric circles (digging one concentric circle with a width of about two meters and a matching height), since the prior excavation had been done with the purpose not of reaching to the base of the circular tunnel, but rather between the roof of the dome and the solid central part, in order to obtain a passage about one meter wide. The dirt dug out was dropped through the shaft into the lower tunnel and from there taken outside on the rail cars, which load under the shaft.
 16. After the opening into the central solid part had been made in this fashion, excavation work halted and the walling up was continued--building of the dome. Later, other digging was started, making a new passage with a smaller diameter, and then work was continued on the walling. This was done until the whole solid part had been broken through and the walling up of the dome had been done. At the very top of the dome was installed the "navel," a 300-kilogram block, and with this the dome was completely finished.

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17. While this work was being done, the excavated earth was being transported away exclusively through the shafts, and the supply of construction materials, such as concrete blocks, concrete and cement mixtures, etc. was made through the use of the motor driven "winch," raising the material from the platform in front of the lower tunnel (where the concrete mixers were located) to the upper tunnel; from here they were taken on cars or wheelbarrows to the foundation and then transferred into the inside of the dome with pails or shovels.
18. The completely finished dome had a diameter at the base of about 14 meters and a height (from the base of the dome to the "navel") of about four or five meters. These details refer to the 5th shaft (the smallest), and the others were successively larger, with No. 1 having a diameter of about 28 meters and a height of eight to 10 meters.
19. After the completion of the dome, the casting of reinforced concrete of the walls and floor of the entry tunnel (the top one) and the walling up with concrete blocks of the vaulted part was started. At the same time, the remainder of the unbroken central part of the vaults was broken through, the materials being taken out through the shaft.
20. After this had been done as far as the base of the foundation, work was started on the excavating of the shaft itself which connects the upper and lower tunnels.
21. The excavation work and the building of the walls of the shaft with reinforced concrete was done from the top to the bottom. Thus, the shaft was dug at a thickness of about a little over two meters from the outside to the inside side of the foundation, after which the excavated part was reinforced and the concrete was poured, so that the inside side of the shaft is in line with the inside side of the foundation. After that, another one and one-half to two meters was dug out and again the walls were poured, etc., until the lower tunnel was reached.
22. By this method, there had been formed a cylindrical shaft with reinforced concrete walls and bottom, having a diameter of about 12.70 meters, ending at the top part with a framework of concrete blocks (dome) about 14 meters in diameter and a height of about 35 meters from the bottom to the "navel." As mentioned above, these details refer only to the 5th reservoir, with the others being larger; the heights, however, remain equal throughout.
23. After the revetment of the upper tunnel was finished, the narrow gauge rail line was dismantled. The lower tunnel has still not been lined, and informant had not heard when this is to be done.
24. In the respects described above, the reservoirs were completed as follows:
 - a. No. 5, on 1 November 1952;
 - b. No. 4, on 15 March 1953;
 - c. No. 3, on 15 March 1953;
 - d. No. 1, on 5-6 April 1953; and
 - e. No. 2, on 15 June 1954.
25. The soil in which these reservoirs were excavated was a not very strong rock, gray-green in color, similar to sianit (sic).

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26. [] the ground layer over the domes of the reservoirs had a depth of about 30-40 meters. 25X1

27. At the same time as the work described above was under way, a road was built to connect the Karlovo-Kazanluk road with the depot. It is four meters wide, winding for most of the way, crosses the rail line and ends at installation No. 5. The road has a stone base with a surface of rolled gravel and sand. It is about 200 meters long, laid over an old dirt road. From installation No. 5, the road continues to No. 1 so that supply materials can be brought almost immediately in front of the entrance to the lower tunnel.

28. Since all dirt removed in excavating the tunnels was thrown into the bottom of the gully, by the time the tunnels had been completed, the gully was filled almost to the level of the lower tunnel. Over this was strewn the earth excavated in constructing the road from the Kazanluk-Karlovo road with installation No. 5, so that the road now actually connects the Karlovo-Kazanluk road with all the tunnels at the lower level. The total length of the road is about 500 meters.

29. [] on 15 June 1953, the concluding work on the reservoirs had been done and that solid reinforced concrete portals with a small watch point at each had been constructed at each of the tunnels (upper and lower levels) -- a total of 10 portals. [] three iron partition doors had been installed inside of each of the upper tunnels. 25X1 25X1 25X1

Future Work

30. [] underground pipelines would go out from these underground reservoirs to the Osetenovo railroad station, Kazanluk Okoliya, where there was to be constructed a special apparatus for filling and emptying these reservoirs. [] the pipelines should be connected directly with the airfield near Karlovo and Kazanluk where they would load gasoline directly into the reservoirs. [] 25X1 25X1 25X1

31. Also prior to 13 April 1953, Czech specialists were being awaited at the installation for doing the completing work and assembling at the reservoirs which was allegedly to be done (not known what was involved) inside the reservoirs. [] 25X1

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32. [] the final work on the installation was to be done in September 1953, but that it would not be put into operation earlier than the beginning of 1954. 25X1

33. [] this is the first installation of its type in Bulgaria, but that there are rumors to the effect that others have been started in many other places in Bulgaria. [] similar reservoirs are being built somewhere near those of Osetenovo; in support of this statement, [] command technical and work personnel of the Osetenovo installation going out, [] to inspect the similar installation located in this mountain. [] 25X1 25X1 25X1 25X1

[] a similar installation is being constructed somewhere around Burgas [] 25X1

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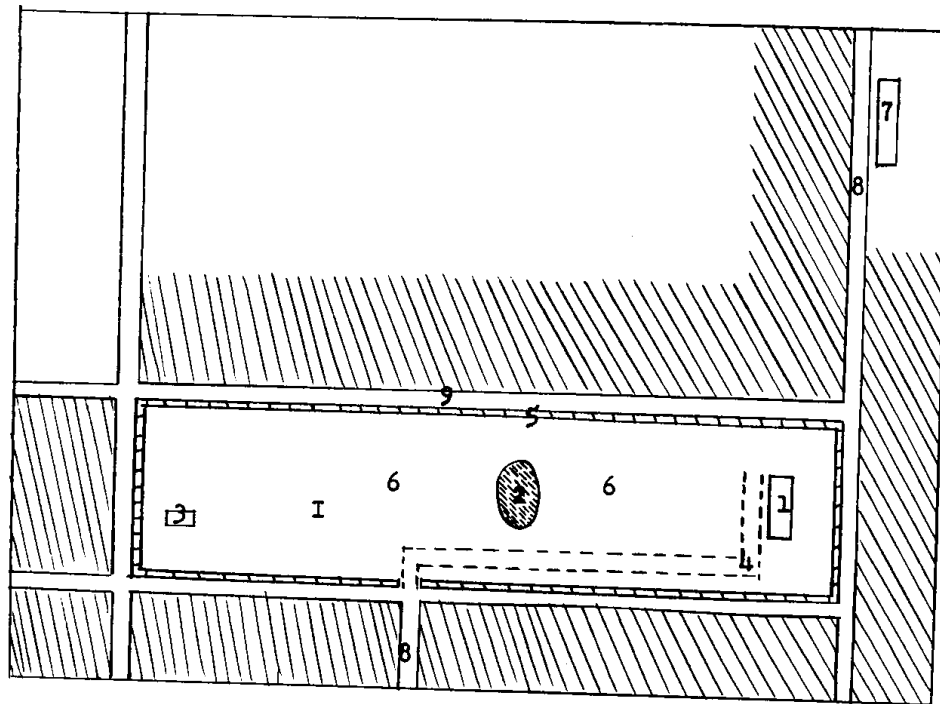
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34. Another unidentified gasoline storage area is located in Sofia, as follows:



1. Gasoline depot area.
2. Main building.
3. Garage on first floor, living quarters on second floor.
4. Inside parking area for motor vehicles.
5. Stone wall 2-2.5 meters high.
6. Park and gardens.
7. Former French College.
8. Road to "Lozenets" Quarter
9. "Mityu Kamuk" Street

Buildings in the Osetenovo Depot Area

35. In March 1952, in the area of the installation was started the construction of buildings in the Osetenovo gasoline depot area. These were finished in November 1952, and consisted of the following (see also Appendix A, page 14):
 - a. Living quarters: A masonry 1-story building about 50 by 20 meters in size, painted white and roofed with red Marseilles tiles; located about 100 meters north of the railroad line and about 150 meters south of installation No. 5;
 - b. Offices: A masonry 1-story building about 20 by 15 meters in size, faced with crushed tiles, and roofed with red Marseilles tiles; located about 15 meters south of the barracks (living quarters) and about 80 meters north of the railroad line;

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- c. Masonry, 1-story building about 30 by 12 meters in size, unpainted, roofed with red Marseilles tiles [redacted] located approximately 20 meters due south of the offices; 25X1
- d. Masonry, 1-story building, about 15 by 10 meters in size, unpainted, roofed with red Marseilles tiles; located about 20-30 meters north of the railroad line and south of the above-mentioned buildings [redacted] 25X1
- e. Warehouse: Masonry, 1-story building about 50 by 15 meters in size, unpainted, roofed with red Marseilles tiles; and
- f. Transformers: There are two of these at the installation, one similar to a little house about six by eight meters in size, located about 10-15 meters north of the barracks, and the other (standard transformer) located about 150-200 meters north of the barracks and about 50 meters northeast of installation No. 5; [redacted] 25X1

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35. [redacted] these buildings, as well as the underground reservoirs, are for the use of the Air Force (not known which units). 25X1
36. A person travelling by either the road or railroad between Kazanluk and Karlovo may see the buildings and new roads of the installations and by careful observation may make out the reinforced portals of the tunnels and the guard posts in front of them. The area is not wooded, but only covered with short beech thickets.

Technical Personnel

37. The construction of the underground gasoline reservoirs for the needs of the Air Force near Osetenovo village, Kazanluk Okoliya, was carried out under the supervision of three engineers, five "medium" technicians and 20 master-specialists, controlling the work of the Trudovaks. [redacted] 25X1

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38. The administration of the installation is directed from the office building described in paragraph 35b above.
39. Most of the master-specialists live in rented rooms in Osetenovo village, Kazanluk Okoliya, and the others live in the buildings constructed as barracks quarters.

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40. The installation is often inspected by civilian and military officials. Twice the Chief of the Trudovaks--Colonel Pavel Dimov [redacted] 25X1
[redacted] Colonel Delchev, chief of the Stara Zagora 25X1
Trudovak Brigade came both times Dimov came; it is said that Delchev will be transferred to serve in the Trudovak chief administration at Sofia. Very often lieutenant 25X1
colonels and majors of the Air Force came, and also civilians [redacted]

Equipment at the Installation

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41. The following equipment was utilized in this construction work:
- a. Six or seven compressors;
 - b. Three concrete mixers;
 - c. Five winches;
 - d. Two "Reno" trucks;
 - e. Five or six vibrators; and
 - f. Carts as needed, obtained from Osetenovo village.
42. All of the underground installations have electric lighting.
43. There was no ventilation inside the installations at the time of the work.
- Guard of the Installation
44. The guard of the installation consists of three posts, manned by ~~Trudovak~~ ~~single~~ Trudovak sentry, with watches changed every two hours. The patrols are armed with rifles. The posts are located at the following places:
- a. At the portal of the installation (where the road leading to the inside of the installation cuts off from the Karlovo-Kazanluk road); this post checks the civilian and military personnel leaving and entering the area; neither civilians nor military personnel may enter the area without a propusk (pass); visitors coming to the area on business, unknown to the watches, are stopped and the duty officer is called to decide whether they may or may not enter;
 - b. At the inside transformer; and
 - c. At the highest point at the northwest end of the gully; the chief purpose of this post is to see that Trudovaks don't escape, since escapes from this place are common; it is forbidden to walk around the work area to where this post is located.
45. Outside of work time, the Trudovaks are allowed to walk around in an area about 100 meters square, including the area of the buildings.
46. In entering and leaving the installation area, the Trudovaks must show their passes to the watch in front of the portal; ~~they present the~~ passes to the commander of the Trudovak podelenie.
47. As of 13 April 1953 there were no regular military personnel at the installation, but the arrival of an unidentified Air Force podelenie was expected.

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48. [REDACTED] 25X1

Work Personnel - Trudovak [REDACTED]

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49. The work on this installation was started in March 1952 by Trudovak [REDACTED] 25X1
 [REDACTED] company) of Trudovak Battalion 26-90 of the Stara Zagora Trudovak 25X1
 Brigade [REDACTED] and will probably be completed by the same podelenie. 25X1

50. On 15 October 1952 [REDACTED] Trudovak company 25X1
 26-93 consisted of six Trudovak platoons. With the arrival of the new detachment, 25X1
 there were now seven platoons. The total Trudovak [REDACTED] consists of 25X1
 about 400 Trudovaks [REDACTED] 5-8 percent 25X1
 Bulgarians.

51. On 13 April 1953, the 4 Platoon [REDACTED] 25X1
 [REDACTED] was transferred to work on the reconstruction of the gasoline depot 25X1
 in Kazanluk, located adjacent to the DOSO (Dobrovolna Organizatsiya za Sudeystvie
 na Otbranata; Voluntary Organization for Defense Assistance) airfield.

52. A little later another platoon, the 1 or the 2 Platoon [REDACTED] was 25X1
 taken off and sent to work in Stalin (type of work not known).

53. Thus, as of 15 June 1953, there were five platoons working on this installation, 25X1
 but after that date (after the completion of the hard work and of reservoir No. 2),
 the staff of the company was decreased by another three platoons, two of which were
 transferred to work in or around Elkhovo (type of work not known), and the third
 was sent to Stara Zagora, where it was reformed, and its personnel was moved into
 other podelenies of Trudovak battalion 26-90, working at that time on the Stara
 Zagora airfield, the barracks of artillery [REDACTED] and the barracks of 25X1
 the Interior troops in Stara Zagora. After 15 June 1953, there were only two
 platoons working on the underground gasoline reservoirs, with a total of 110
 Trudovaks, who were employed in completing the installation and working on the
 pipelines.

54. The Trudovak podelenie is quartered in the buildings attached to the depot. 25X1

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25X1Working Conditions and Morale of the Trudovaks

56. From March 1952 until 1 January 1953, work at the installation was done in two shifts of 12 hours each per day. After this, however, it was understood that work was lagging according to this system, so the work day was changed to three shifts of eight hours each. It was continued this way until 15 June 1953, when after the large part of the work had been done, the work days were changed to two shifts of 12 hours each.
57. This extremely long work day (the two shift variety) was considered as bearable by informant, since he had often worked up to 15 hours a day at the Stara Zagora airfield and as much as 18 hours (isolated cases) when work was lagging behind schedule.
58. Because of the special nature of the work being done, work was done by the hour rather than by the norm, with the time being set according to the wishes of the company commander, who set the long work days as penalties on the Trudovaks for not fulfilling the planned work amounts.
59. [] the work [] hard and fatiguing, so that the men often became ill. 25X1
60. Since [] the command personnel kept the men systematically and constantly in fear, all attempts at open revolt were paralyzed because open revolt would give the commanders the excuse they wanted for striking out at the men. 25X1

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61. Trudovaks accused of violations were very often judged right at the installation. [redacted] there were a total of 11 Trudovaks tried at the installation during the period he was there, i.e., from 15 October 1952 until 13 April 1953. For this purpose, two members of the Plovdiv Military Sanctioning Court--an unidentified major (military prosecutor) and an unidentified captain (military judge)--arrived at the camp. One officer and one Trudovak enlisted man were chosen from the Trudovaks at the installation as members of the court and then a public hearing was held, with all the Trudovaks attending. The trial usually took three or four hours, after which "the judge" drew aside and rendered judgement upon returning. In this fashion, there were the following trials:
- a. On 5-6 November 1952, four Trudovaks [redacted] one Bulgarian) of the 1929 draft group (names not known) were tried; they were about to be discharged, but in spite of this were sentenced to one year in prison because, as was brought out at the trial, they had sat down to rest without having orders to do so and consequently got out of their work; they had been called before their commander (Starshina Khristov) as to their reasons for breaking off their work, and they explained that they had sat down for a rest since they had been working for more than 12 hours; in spite of this, however, the platoon commander wrote letters indicting the men, who were sentenced to one year in prison for sabotage and were immediately put in the garrison prison;
 - b. In January 1953, Georgi Petrov, 1931 draft group, native village not known, and Kemal (Inu), 1931 draft group, of Svishtov, were tried because of having falsified their passes; they had changed their passes to get additional recreation time after they had completed their work; Petrov was sentenced to nine months in prison and Kemal (Inu), as the organizer, was sentenced to one year; and
 - c. In March 1953, Georgi Radulov, 1930 draft group, former student in industrial chemistry in Czechoslovakia, and Ismail (Inu), 1930 draft group, from Plovdiv, were sentenced to three years in prison and sent to the Stara Zagora garrison prison for having changed the leave time on their passes from 1 to 11 days.
62. On 20 November 1952, the major (military prosecutor from Plovdiv) [redacted] delivered a lecture to the Trudovaks. During his discourse he emphasized the duty of the Trudovaks and the need of the country for the men and their work, and told them of three or four cases in which he personally had shot some guilty Trudovaks. He represented the moment of shooting of every one of them in a most illustrative manner, stressing his heartlessness and pitilessness and the desperate prayers for mercy on the part of those he shot. [redacted] the military prosecutor used this theme to frighten the Trudovaks.
63. The threat of being put under sentence of this type was the most common means of keeping the Trudovaks at work up to the limits of their strength.
64. During the work time, it was forbidden to sit down without specific orders to do so from the leader.
65. In order not to lose time, meals were served at or near the installation, with one hour being allowed for the meal and the noon rest, after which work was continued. When a given Trudovak or group finished the planned work ahead of time, the general building work was continued. There was no set hour for stopping work, and the quitting time was set by order.
66. The quality of the food was bad, but there was sufficient quantity. The Trudovaks were fed three times a day, with a kind of soup replacing tea in the morning, and both tea and soup served at noon and in the evening.

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67. Because of the hard nature of the work, the Trudovaks often needed operations (chiefly appendicitis and hernia). When this would be brought to the attention of the company commander [redacted] (Senior Lieutenant Tenyu Dundov), he told the Trudovaks wishing to have operations that they would have to wait until they were discharged. He informed them that those having operations during their time of service would not be granted home leave, but would be given a camp leave of 20 days, after which they would be included in the work roster regardless of their condition and without regard for the consequences. 25X1
68. An example in this regard is the case of [redacted] 1931 draft group, from Pazardzhik. [redacted] At work he got a hernia and, without being able to get permission from his company commander, sought medical aid from the civilian doctor--the Soviet Dukuchaev (fnu). the doctor for the civilian personnel at the "Borieva" mine. The doctor sent [redacted] to Ustovo, Asenovgrad Okoliya, where he was operated on. After returning to the podelenie, he was arrested without delay and kept under arrest. In the following month, in spite of his recent operation, he was sent to work with the other Trudovaks, and at night he was kept under arrest. It is said that he is to be put on trial. 25X1 25X1 25X1
69. For the first year after their enrolment in the service, Trudovaks are given home leave only in case of the death of the mother, father, wife, or child (not for brothers or sisters), and as a reward for good service [redacted] passes were not given for getting married. If a Trudovak wanted to get married in the town, he had to wait a full year from his date of entering on duty before requesting and being allowed to have a town wedding. Characteristic of this situation is the case of [redacted] 1930 draft group, of Kolarov, who got married on a town pass on 20 May 1953. After he returned to camp, the parents of the young lady came to the company commander [redacted] to ask for a 7-day pass for their son-in-law. Under the pretext that Trudovaks are not allowed marriage passes, the company commander (Tenyu Dundov) refused to give leave to this Trudovak. [redacted] 25X1 25X1 25X1 25X1 25X1
- Gasoline Depots around Kazanluk
70. Large gasoline depots are located approximately one kilometer northwest of the outlying houses in the northwestern outskirts of Kazanluk, about 200 meters north of the new road to Koprinka village, Kazanluk Okoliya, and about 300 meters west of the portal of the DXSO airfield at this locality. [redacted] the [redacted] are located at N 42-37, E 25-23. 25X1 25X1
71. The depot area covers an area of about 5-6 decares and is not fenced in. There are about 20 half-underground buildings, dug into the earth about two meters and extending above the land level about one meter, about 30 meters long and about 10 meters wide, located here. The walls and base are of concrete construction, while the covers are of wooden beams. Over the beams has been placed a layer of earth about 30 centimeters thick which is then seeded, so that from outside it looks like a hump in the middle of the surrounding plain. The depots are laid out in two rows, about 15 meters apart, with each row having about 10 depots at 10 meter intervals. Each of the depots has two entrances, one on each of the narrow sides, built into the solid wooden doors. The door is approached through a small trench about 4-5 meters long, starting at the top and descending toward the entrances.
72. Gasoline in barrels is stored here. [redacted] there are over 200 barrels, all full, in each of the depots. The total for the area would then be approximately 4,000-5,000 full barrels (usually 200 or 250 liters). [redacted] the barrels are full, because the men were searched for [redacted] 25X1 25X1 25X1

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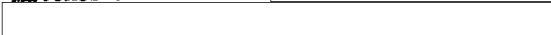


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matches and smokes.



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73. The work of the Trudovaks [redacted] consisted of digging open the depots and changing their covers. [redacted]

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[redacted] old wooden covers are to be thrown away and replaced with others (type not known).

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74. [redacted] one watchman and one officer at the depot. Since these were infantry personnel [redacted] the depots are for a unit other than the Air Force. [redacted]

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LEGEND TO APPENDIX A

1. Tunnels of the reservoirs.
2. VVS barracks.
3. Warehouse.
4. Offices.
5. Building of unknown use.
6. Transformers.
7. Entrance guard post.
8. New interior road.
9. Karlovo- Kazanluk railroad line.
10. Karlovo-Kazanluk road.

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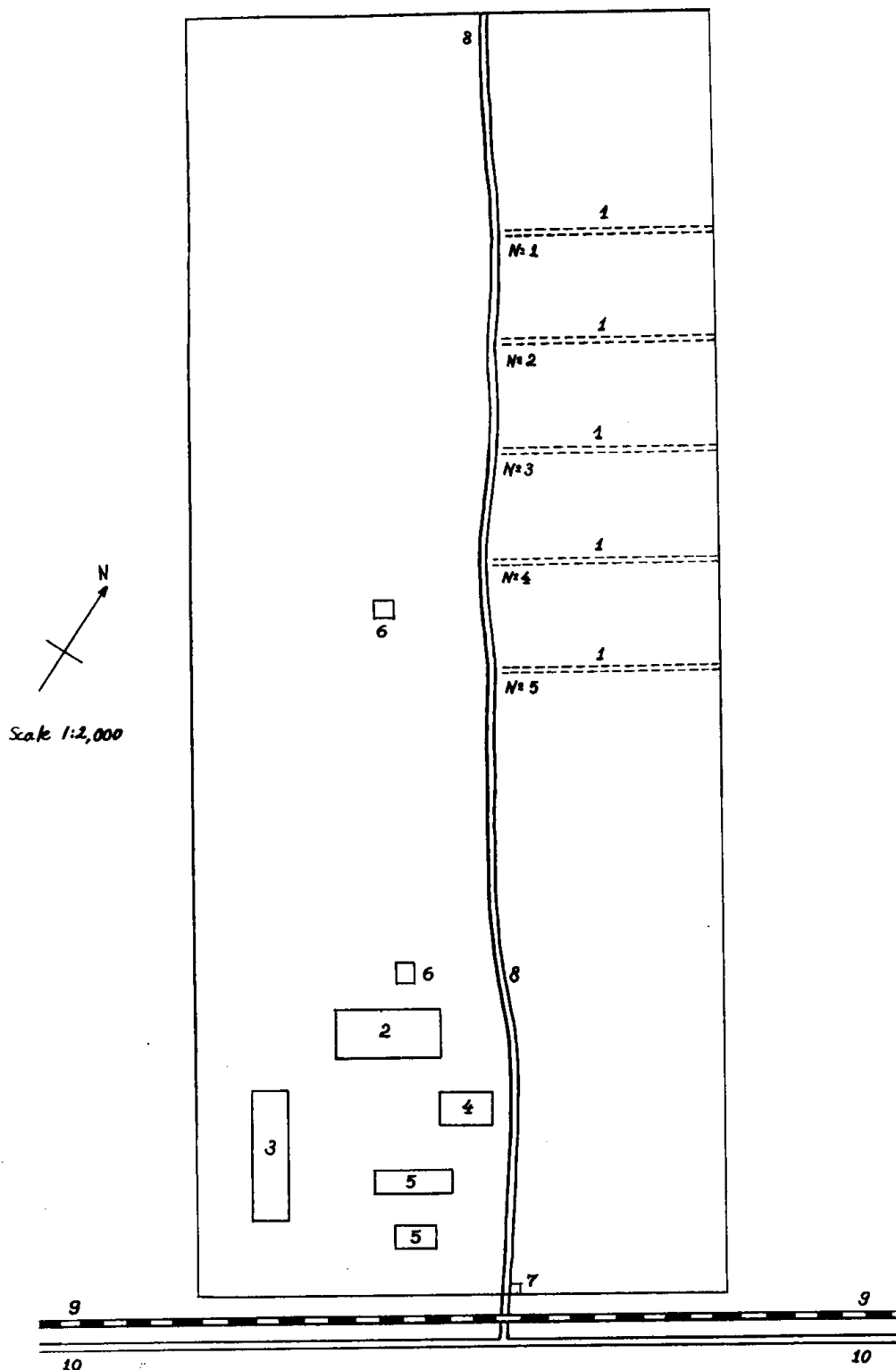
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APPENDIX A

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Large Gasoline Depot near Osetenovo



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LEGEND TO APPENDIX B

Vertical View of the Gasoline Reservoir of the Underground Depot near Osetenovo

1. Upper tunnel.
2. Lower tunnel.
3. Arch of the cistern.
4. Body of the cistern.
5. Reinforced concrete base.
6. "Navel" of the arch.
7. Exit from the cistern.



Earth layer.



Faced with concrete blocks.



Reinforced concrete walls.

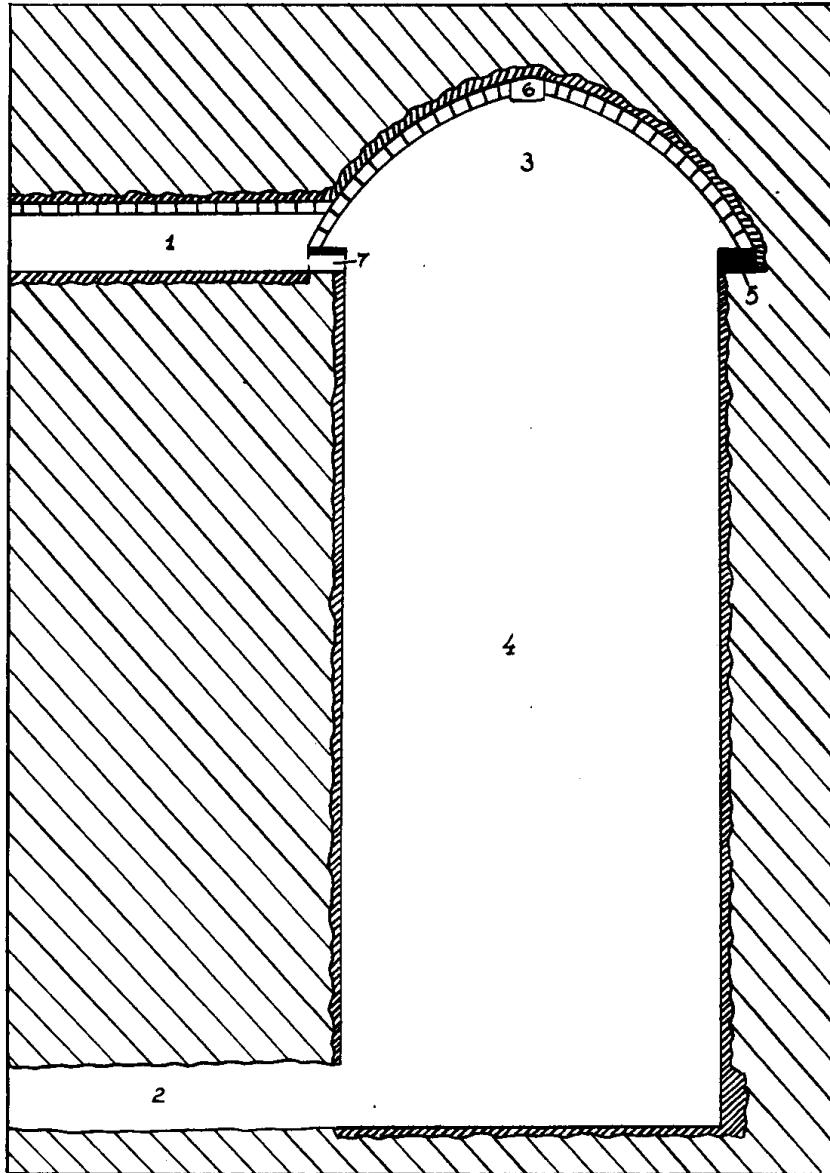
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APPENDIX B

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